

18/ 7/4/13

Revised
Rule 1.126

21. (Previously Presented) A recreational vehicle comprising:

a chassis frame;

first and second drive wheels attached to the frame, each of the drive wheels being capable of powered in being a clockwise or anticlockwise direction;

first and second stability wheels attached to the frame to provide stability to the frame, the first and second drive wheels and the first and second stability wheels together forming a diamond shape;

a drive motor for independently controlling a torque vector of each of the drive wheels, the drive motor able to power the drive wheels in the same and in opposite directions, enabling forward motion, turns, and spinning in place;

a battery to power the drive motor; and

a drive control system capable of taking a set of command signal inputs and applying transfer functions to them to produce the motion and braking function applied to each of the drive wheels;

a joystick to control the drive wheels, the joystick ~~providing~~ configured to respond to a twisting motion to permit by causing the REV to spin in place.

22. (Original) The recreational vehicle of claim 21, wherein the set of command signal inputs are received from a joystick controller.

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22. (Previously Presented) A recreational vehicle (REV) comprising:

a frame having a longitudinal axis and a lateral axis, the lateral axis intersecting the longitudinal axis at a center of gravity of the REV;

drive wheels attached to the frame along the lateral axis;

stability wheels attached to the frame along the longitudinal axis, the drive wheels and the stability wheels arranged in a substantially diamond shape;

a motor coupled to the drive wheels, the motor able to engage the drive wheels in the same and opposite directions, to enable the REV to spin about its axis;

an electronic control system including:

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a smartcard reader to receive a smartcard from a user, the smartcard enabling usage-based billing.

23. (New) The recreational vehicle of claim 1, further comprising a substantially rigid body coupled with the frame and configured to protect the vehicle and a rider.